

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph on page 1, actual line 4 (numbered line 6) – page 1a, line 7 with the following:

Description BACKGROUND

The invention relates to an arrangement for deflecting part of the external paneling of a motor vehicle in the event of a crash ~~in accordance with the precharacterizing clause of patent claim 1.~~

The deflection of part of the external paneling of the motor vehicle toward the outside in the event of a crash is intended ~~to provide the possibility, during the impact of a person, to dissipate the impact energy of a person (e.g., a pedestrian or cyclist) in a controlled manner by a manner. The impact energy of the person is dissipated by~~ movement of the deflected part ~~counter to the~~ in a deflecting direction that is counter to an impact direction of the person, thereby reducing the likelihood of the person and at the same time to prevent the person coming into contact with rigid motor vehicle elements positioned behind the external paneling, such as, for example, an engine block. To this end, ~~an arrangement of the generic type~~ a typical arrangement comprises a device for deflecting the part of the external paneling, which device acts on at least one point of this part and which, during the impact of a person, permits a movement of this part counter to the deflecting direction, ~~with impact energy being dissipated thereby dissipating impact energy.~~

An arrangement of this type is disclosed, for example, in WO 01/23 225 A1 (incorporated by reference herein), which describes a device for raising the engine hood of a motor vehicle in the event of a ~~crash~~ crash, which can be detected by a pre-crash sensor. ~~This sensor~~ The sensor triggers a raising of the engine hood if it detects a directly imminent, unavoidable accident. A person impacting against the engine ~~hood~~ hood, as a consequence of this ~~accident is protected by~~ accident, is protected (by the raising of the engine hood from hood) from coming into contact with the engine block situated under the hood.

~~Since~~ As the impact of a person against the engine ~~hood and~~ hood (and the associated impact forces lead forces) leads to a movement of the engine hood counter to the deflecting ~~direction,~~ direction (i.e. the impact and associated forces lead to a counter deflection of the engine ~~hood,~~ hood toward the engine block), energy may ~~also be~~ be dissipated in a controlled

~~manner, so that~~ manner. As a result, the risk of injury is reduced in comparison with a direct impact against a rigid part of the motor vehicle.

Please replace the paragraphs on page 1a, actual line 8 (numbered line 9) – page 2, actual line 20 (numbered line 23) with the following:

~~However, the problem in an~~ a problem with this arrangement of this type is that the impact of a person against the external paneling of a motor vehicle, ~~for example vehicle (e.g., against the engine hood thereof, thereof)~~ frequently takes place in a number of steps. ~~In accordance with~~ For example, during the usual kinematic sequence of a collision between a pedestrian and vehicle, the impact of the pedestrian's head against the engine hood is ~~namely~~ generally preceded by an impact of the pedestrian's upper body. The impact of the upper body ~~and the (and its associated impact energy may already energy) may~~ result in the previously deflected engine hood being ~~lowered, so that~~ lowered back against the engine block. As a result, there is no may no longer sufficient protective potential for the subsequent impact of the head. However, ~~in this case it is precisely it is~~ the protection of the head of a person (e.g., pedestrian or cyclist) colliding with the vehicle that vehicle that is of particular importance.

#### SUMMARY

The embodiments of the invention described herein improve upon the conventional arrangement by accounting for multiple impact stages. As a result, the invention accounts for and dissipates, for example, the impact energy of a pedestrian's head after accounting for and dissipating, for example, the impact energy of the pedestrian's upper body.

~~The invention is therefore based on the problem of further improving an arrangement of the type mentioned at the beginning for deflecting a section of the external paneling of a motor vehicle, in particular with regard to protecting the head of an impacting person.~~

~~This problem is solved according to the invention by the provision of an arrangement having the features of patent claim 1.~~

Please replace the paragraph on page 7a, actual lines 5-7 (numbered lines 6-8) with the following:

~~Further features and advantages of the invention will become clear in the following description of exemplary embodiments with reference to the drawings, in which:~~

It is to be understood that both the foregoing general description and the following detailed description are exemplary and explanatory only, and are not restrictive of the invention as claimed.

#### BRIEF DESCRIPTION OF THE DRAWINGS

These and other features, aspects, and advantages of the present invention will become apparent from the following description, appended claims, and the accompanying exemplary embodiments shown in the drawings, which are briefly described below.

Please insert the following heading on page 9, between actual lines 19 and 20 (numbered lines 24 and 26):

#### DETAILED DESCRIPTION

Please replace the paragraph starting on page 9, actual line 24 (numbered line 31) and ending on page 9a, line 10 with the following:

In the region ~~of that~~ of an end H of the engine hood ~~M which~~ M, which is at the rear in the direction of travel and faces the passenger cell, a deflecting device 1 is arranged between a load-bearing structure T of the motor vehicle and the engine hood M. The deflecting device 1 can and can be used to raise the engine hood M in the event of a crash in order ~~a crash~~, to provide a deformation distance s (shown in Figure 1b) for a person, e.g. a pedestrian or a cyclist, impacting against the engine hood M as a consequence of the accident. ~~This deflecting~~ The deflecting device 1 comprises an ~~airbag 1 includes an~~ airbag 10, which is arranged on the load-bearing structure T of the motor ~~vehicle 1,~~ vehicle. The airbag 10 can be inflated by means of a gas generator 12 and, in the folded ~~state which is~~ state (shown in figure

1a, Figure 1a), extends between the load-bearing structure T and the engine hood M. Arranged on the engine hood M above the airbag 10 is a force transmission element 15 via which the ~~airbag 1~~ airbag 10 can act on the engine hood M.

Please replace the paragraphs on page 10, actual line 11 (numbered line 12) – page 10a, line 15 with the following:

When the airbag 10 is inflated, it presses ~~via the~~ (via the force transmission element ~~15 against 15)~~ against at least part of the engine hood M, so that the ~~latter part~~ part is raised in a deviation direction a, as illustrated in figure 1b. In the completely inflated state of the airbag 10, the engine hood M is raised in the region of its rear end H by a defined distance s in relation to its starting position illustrated in figure 1a. This distance s defines the deformation distance ~~which that~~ is available to a person (e.g., a pedestrian or cyclist) impacting against the engine hood M as a consequence of an ~~accident, so that~~ accident. As a result, the impact energy of the person impacting the hood M in an impacting direction (which is counter to the deviation direction) can be dissipated in a controlled manner and the manner. Moreover, the likelihood of the person impacting person is prevented from coming directly into contact with rigid vehicle parts, parts (which may be situated behind the engine hood M, such as, for example, the engine block) is reduced.

To this end, the engine hood M ~~has firstly to~~ should be sufficiently stable, so that it can be raised, without being damaged, by means of an airbag 10, which can be inflated very rapidly within milliseconds, ~~without being damaged~~. ~~Secondly, however,~~ In addition, the engine hood M ~~also has to~~ should be sufficiently flexible, so that an impacting person does not ~~already~~ sustain severe injuries due to the rigidity of the engine hood M.

~~Directly~~ Immediately after the inflation of the airbag 10, the ~~latter, owing to~~ airbag 10 (as a result of the gas pressure existing in the airbag 10, airbag 10) forms an element ~~which that~~ keeps the engine hood M stable in the raised position and which itself, upon position. Upon impact of a person against the engine hood M, the airbag 10 initially yields only to such to a small extent such that a substantial movement of the engine hood M counter to the deflecting direction a of the engine hood is not possible. That is to say, ~~in the case of a first impact of a body part (e.g., an upper body) of the person involved in the accident, for example~~

~~the upper body,~~ against the engine hood M ~~directly~~ immediately after the upward deflection of the engine hood M by inflation of the airbag 10, ~~this impact does not yet result~~ result in the engine hood M being moved counter to the deflecting direction a. As a result, the energy of the initial impact is not substantially and thereby in energy being dissipated in a controlled manner. ~~The corresponding~~ However, the deformation distance  $s$  is ~~therefore~~ still available for a ~~further~~ later, second impact (as hereafter described) and, therefore, the deformation distance is available to dissipated the energy of the second impact in a controlled manner.

Please insert the following paragraph on page 22, after actual line 32 (numbered line 33):

Given the disclosure of the present invention, one versed in the art would appreciate that there may be other embodiments and modifications within the scope and spirit of the invention. Accordingly, all modifications attainable by one versed in the art from the present disclosure within the scope and spirit of the present invention are to be included as further embodiments of the present invention. The scope of the present invention is to be defined as set forth in the following claims.